BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

Wednesday, March 4, 2015, 6:00 p.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
CONFERENCE ROOM
55-B PLAZA CIRCLE, SALINAS, CA 93901

AGENDA

*Please note the Meeting will be in Sand City Council Chamber*

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Transportation Agency office to make an inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. **ROLL CALL:** Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (9) of the number of voting memberships actually filled at that time (17); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.

2. **PUBLIC COMMENTS/ANNOUNCEMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today’s agenda may be given when that agenda item is discussed.

**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for items 3.1 to 3.2 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the CONSENT AGENDA for discussion and action.

3.1 **APPROVE** minutes of Committee meeting of February 4, 2015. – Montiel

END OF CONSENT AGENDA
4. **RECEIVE** report on Fort Ord Regional Urban Design Guidelines – Metz

*Pages 9 – 10*

The Fort Ord Trails Symposium was a public event held on January 22, 2015 at the CSUMB University Center. The event brought in experts from across the country to share their knowledge of regional trail planning and development, economic benefits associated with trails, transit-oriented development, and achieving livability through design.

5. **RECEIVE** update on Bicycle Secure applications. – Leonard

*No Enclosure*

Applications are due March 5.

6. **RECEIVE** report from Bike Month subcommittee on recommendations for Bike Month in 2015. – Green

*No Enclosure*

7. **ANNOUNCEMENTS** and/or **COMMENTS** from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda.

*No Enclosure*

8. **ADJOURN**

**ANNOUNCEMENTS**

Next Committee meeting:

**Wednesday April 1, 2015**

Transportation Agency for Monterey County Conference Room

55-B Plaza Circle, Salinas, California 93901

*Light refreshments will be provided*

If you have any items for the next agenda, please submit them to:

Ariana Green, Bicycle and Pedestrian Coordinator

By Thursday, March 19, 2015

ariana@tamcmonterey.org

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.
The Committee Agenda will be prepared by Agency staff and will close at noon March 19, 2015 nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

This agenda with all attachments is available online at http://tamcmonterey.org/committees/bpc/meetings.html

Correspondence

None this month.

Reports, Meetings, Announcements and Publications

<table>
<thead>
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<th>R1</th>
<th>2015 State Transportation Omnibus Bill Candidates</th>
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There are two 2015 Transportation Omnibus bill candidates that affect bicycling. One proposes an amendment to the California Vehicle Code to prohibit earbud use while operating a motor vehicle or bicycle. The other is a technical amendment to the Streets and Highways Code changing the word “protected” in the definition of cycle tracks to “separated”.

Media Clippings

<table>
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<tr>
<th>M1</th>
<th>February 9, 2015 We Could Car Less column in Salinas Californian, “Biking downtown Salinas from N. Main a hassle”</th>
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| M2 | February 15, 2015 We Could Car Less column in Salinas Californian, “Two bike commuters share their stories” | Page 14 |
## TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**Bicycle and Pedestrian Facilities Advisory Committee**

**Draft Minutes of February 4, 2015**

Held at the Transportation Agency for Monterey County

55-B Plaza Circle, Salinas, CA

### Voting Members

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<th>Member Name</th>
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TRANSPORTATION AGENCY STAFF
Debbie Hale, Executive Director  -  E  E  E  E  E  E  E
Todd Muck, Deputy Executive Director  P  P  E  E  E  E  P  E
Ariana Green, Transportation Planner  P  P  P  P  P  P  P  P
Maria Montiel, Administrative Assistant  P  P  P  P  P  P  P  P

OTHERS PRESENT:
Tony Prock  City of Pacific Grove  MacGregor Eddy  The Californian columnist, “We Could Car Less” Alternate
Chris Flescher  City of Salinas Alternate  Vera Noghera  Velo Club Alternate Representative
Mary Lynch  Member of Public  Gerardo Ramos  Member of Public

1. Chair Eric Petersen called the meeting to order at 6:00 p.m. A quorum was established and self-introductions were made. He also welcomed Linda Petra the new City of Pacific Grove representative.

2. PUBLIC COMMENTS
   MacGregor Eddy announced the AB2707 was signed and California transit agencies are now allowed greater use of bus-mounted bike racks that hold three bicycles that mean Monterey-Salinas Transit will have 40-foot-long buses to be equipped with folding bike racks that can carry up to three bikes.

   Mary Lynch announced that HER Helmet Thursday is a project that provides discounts on Thursdays to males and females who bike. She noted that help is needed to maintain website and expand the project listing with places.

3. BEGINNING OF CONSENT AGENDA
   M/S/C  Green/ Lindenthal /unanimous
   Abstain: Henderson
   3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of January 7, 2015.

END OF CONSENT AGENDA
4. MARINA-SALINAS MULTIMODAL CORRIDOR PLAN

The Committee provided input on the Marina-Salinas Multimodal Corridor Plan.

Ariana Green, Associate Transportation Planner, reported the draft plan on the Marina-Salinas Multimodal Corridor conceptual design. The multimodal corridor conceptual design will preserve a corridor for bicyclists, pedestrians and high quality transit connecting Marina and Salinas. She noted that the current phase of the planning process is to identify the preferred conceptual roadway design features along the corridor route. Some features that are being considered are:

- Buffered bicycle lanes, cycle tracks, bicycle paths and bicycle lanes
- Sidewalks
- Transit stops/shelters and transit bulb-outs with protected bicycle lanes
- Transit prioritization at signalized intersections
- Dedicated bus rapid transit lanes
- Pedestrian crossing enhancements such as bulb-outs, marked crosswalks near bus stops and pedestrian refuges

The Committee had following comments and suggestions for the Marina-Salinas Multimodal Corridor Plan:

- Consider signage (“Park here” “bike lane here”)
- Consider getting examples from San Francisco and New York
- Consider installing no unloading zone on the green bike lanes
- Consider installing bike boxes at signalized intersections
- Consider installing “Sharrows”
- Consider installing and adding more “Pedestrian Islands”
- Consider installing “Elephant feet” on Davis Road, Salinas
- Consider installing signage on 2 way bike path
- Consider installing “Cycle Track”
- Consider installing physical buffer between shoulder and path on bike paths that need to cycle against traffic; K-rail on Reservation Rd
- Consider crosswalk treatment
- Consider Bicycle treatment

In conclusion Ms. Green noted that the next step in the planning process present the recommended conceptual design to the partner agency boards and councils.

5. BIKE MONTH IN 2015

The Committee received a report from Bike Month Subcommittee on recommendations for Bike Month in 2015.

Ariana Green, Associate Transportation Planner reported that the planning subcommittee met on January 15th and noted that the focus of Bike Month outreach efforts be dedicated to supporting schools and employers interested in starting a bike to school event or program. She noted that the Agency will provide those interested with packets that include detailed instructions as to how to organize and put on a bike to school or bike to work event or program incentives (stickers, prizes, healthy snacks).
The Committee had following recommendations and suggestions for Bike month 2015:

- Providing bike month packets that emphasizes the process during bike month
- Distribute bike month packets to school and businesses
- Provide safety training events
- Consider coordinating open streets event during bike month
- Consider contacting the bike shops for the discounted safety tune-up like previous years

6. **STATE AND LOCAL LAWS ON MOTORIZED VEHICLES ON CLASS I PATHS**

The Committee received a report on the State and Local laws on motorized vehicles on Class I paths.

Ariana Green, Associate Transportation Planner reported on the State and Local laws on motorized vehicles on Class I paths. She noted that no motorized bicycle may be operated on a bicycle path or trail, bikeway, bicycle lane established pursuant section 21207, equestrian trail, or hiking or recreational trail, unless it is within or adjacent to a roadway or unless the local authority or the governing body of a public agency having jurisdiction over such path or trail permits, by ordinance such operation.

Committee member Kevin Cole noted that he believes someone is renting electric bicycles on the Peninsula.

7. **LEAGUE OF AMERICAN BICYCLISTS 2015**

Committee discussed the possible candidates for the League of American Bicyclists 2015 Bicycle Friendly Community application.

Ariana Green, Associate Transportation Planner reported that the League of American Bicyclists awards Bicycle Friendly Community designations to jurisdictions that apply and receive Bronze, Silver, Gold and Platinum ratings. She noted that according to the League of American Bicyclists, the designation recognizes local communities nationwide that are making the implementation of safe bicycling policies and programs a priority. In conclusion Ms. Green noted that the next deadline for applications to receive this designation is August 11, 2015.

Chairman Eric Petersen noted that the City of Salinas was a bicycle friendly City. He also noted that the application is time sensitive and noted that the Salinas Police Chief is a bicyclist.

8. **ANNOUNCEMENTS AND/OR COMMENTS**

Committee member Susan Ragsdale-Cronin announced that on Tuesday, February 10th a meeting on Connecting Our Local Trails at the Marina Library, 190 Seaside Circle, Marina, at 6:30pm.

Committee member Alan Hedegard announced his resignation to the Committee and noted that alternate Chris Flescher will represent the City of Salinas until they find a representative.

Mari Lynch announced the 4th annual Intergenerational Bike Ride on Saturday, May 9, 2015. She noted that it begins at 10 a.m. meet at Monterey County’s diverse bike community and for more information please contact Mari Lynch (831) 375-6278 or BikeMonterey.org.

Committee member Kevin Cole announced that next week in the Peninsula there will be traffic and road closed to bicyclists due to the AT&T Pebble Beach National Pro-Am.
Mari Lynch announced that the first Bike Polo tournament will be on March 7th at El Dorado and suggested for everyone to check on the bike calendar for upcoming events.

9. **ADJOURNMENT**

Chair Petersen adjourned the meeting at 7:58 pm
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee

From: Ariana Green, Associate Transportation Planner

Meeting Date: March 4, 2015

Subject: Fort Ord Trails Symposium

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**RECOMMENDED ACTION:**

RECEIVE report on the Fort Ord Trails Symposium held on January 22, 2015.

**SUMMARY:**

The Fort Ord Trails Symposium was a public event held on January 22, 2015 at the CSUMB University Center. The event brought in experts from across the country to share their knowledge of regional trail planning and development, economic benefits associated with trails, transit-oriented development, and achieving livability through design.

**FINANCIAL IMPACT:**

There is no financial impact associated with this action.

**DISCUSSION:**

Following the successful Fort Ord Colloquium event, the Post Reassessment Advisory Committee began planning the Fort Ord Trail Symposium to address recommendations for Category 4 Reassessment items: local job creation, job creation through ecotourism, policy on land use adjacent to the National Monument and trails projects. The purpose of the event was to educate and inspire community leaders, the business and development community, local agency staff and other stakeholders to make progress toward Post-Reassessment goals.

The Keynote speaker was Mia Burke, President of Alta Planning + Design and Author of “Joyride: Pedaling Toward a Healthier Planet”. She has contributed greatly to the transformation of Portland from a regular car-oriented area to one of the most pedestrian and bicycle-friendly cities in the country. One of the major takeaways from her presentation was to involve a diverse group of stakeholders when developing and
implementing bicycle and pedestrian projects including neighborhoods, businesses, parks, and State and Federal regulatory agencies such as Fish and Wildlife. She also spoke about the importance of coordinating bicycle wayfinding signage on a regional scale.

Other lessons from the Symposium include:

- Urban design and the relationship between buildings and the street is important (building fronts should face the street) in creating walkable and bikeable places (Peter Katz, author of The New Urbanism: Toward an Architecture of Community)
- Mountain biking is good for the local economy and it is beneficial to develop mountain bicycling courses with trails that can accommodate riders with a variety of experience levels (Tim Blumenthal, president for PeopleForBikes)
- Building walkable transit-oriented developments with smaller unit sizes could meet the needs of the Baby Boomers and Generation X and boost the local economy (Dena Belzer, founder of Strategic Economics)
- Forming a local foundation to advocate for and develop trail systems can help local government raise funds and implement projects (John Wentworth, CEO of Mammoth Lakes Trails and Public Access Foundation)

In addition to educational sessions, the Trails Symposium included “Local Officials Roundtables” where elected officials, stakeholders and community members discussed potential partnerships and collaborations. There were also opportunities for networking and information booths from local agencies, including the Transportation Agency, set up in the lobby.

The Fort Ord Trails Symposium reaffirmed the Transportation Agency efforts to plan for and implement complete streets projects by reinforcing the value of designing for pedestrians, bicyclists and transit and offering insight as to what has worked elsewhere in the country. The Marina-Salinas Multimodal Corridor, Bicycle Secure Program and Regional Bicycle and Pedestrian Wayfinding Signage Plan are examples of TAMC projects that are in-line with the best practices discussed at the Trail Symposium.

The event was filmed and videos will be posted on the Fort Ord Reuse Authority website: http://www.fora.org/index.html.

Approved by: Debra L. Hale, Executive Director

Date signed: 04/18/15

Counsel Approval: N/A
Admin/Finance Approval: N/A

Regular Agenda
3) Earbud use (Vehicle Code). Statute prohibits wearing of headsets or earplugs while operating a motor vehicle or bicycle, with specified exceptions such as emergency responders or hearing aid wearers. Statute does not explicitly prohibit wearing of earbuds, such as those used with a smartphone or ipod. The proposed amendments explicitly prohibit earbud use while operating a motor vehicle or bicycle. (Erin Riches, Senate Transportation and Housing Committee, Erin.Riches@sen.ca.gov)

27400.

A person operating a motor vehicle or bicycle may not wear a headset covering, or earplugs earphones covering, resting on, or inserted in, both ears. This prohibition does not apply to any of the following:
(a) A person operating authorized emergency vehicles, as defined in Section 165.
(b) A person engaged in the operation of either special construction equipment or equipment for use in the maintenance of any highway.
(c) A person engaged in the operation of refuse collection equipment who is wearing a safety headset or safety earplugs.
(d) A person wearing personal hearing protectors in the form of earplugs or molds that are specifically designed to attenuate injurious noise levels. The plugs or molds shall be designed in a manner so as to not inhibit the wearer's ability to hear a siren or horn from an emergency vehicle or a horn from another motor vehicle.
(e) A person using a prosthetic device that aids the hard of hearing.

9) Separated bikeways (Streets and Highways Code). Caltrans worked extensively with the author and sponsor of AB 1193 to shape the bill into something that technically worked well for both Caltrans and local governments. One of the technical amendments that Caltrans proposed was to change the word “protected” in the definition of cycle tracks in Section 890.4(d) of the Streets and Highways Code to “separated.” While this change was accepted by the author’s office, the sponsor (California Bicycle Coalition), the League of California Cities, the California State Association of Counties, and the Consumer Attorneys of California, it did not make it fully into the bill. This proposal would change the word “protected” to “separated” in the Streets and Highway Code. (Sandy Runyan, California Department of Transportation, sandy.runyan@dot.ca.gov)

SECTION 1. The Legislature finds and declares all of the following:
(a) It is the goal of the state to increase the number of trips Californians take by bicycling, walking, and other forms of active transportation in order to help meet the state’s greenhouse gas emissions
reduction goals, improve Californians’ health by helping more people be active, and stimulate the economy.

(b) **Protected Separated** bikeways are part of a vital transportation infrastructure used by many to commute to and from work and other destinations. Unlike trails or pathways used for recreation, **protected separated** bikeways provide alternatives to vehicles that otherwise would transport citizens across the state’s roads and highways.

(c) Property and businesses adjacent to **protected separated** bikeways experience increases in real estate values and sales compared to unimproved streets.

(d) Bicycling accounts for 2,000,000 trips every day in California, showing the important role that bicycles play in transportation.

(e) Safe street-level bikeways are proven to reduce bike riding on the sidewalk, wrong-way riding, and other illegal or unsafe bicycling practices.

(f) It is the objective of the state to encourage the planning, design, and construction of **protected separated** bikeways, so as to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, pedestrians, and persons with disabilities, with special attention to the needs of visually impaired persons.

885.1.

This chapter shall be known, and may be cited, as the **Protected Separated** Bikeways Act of 2014.

890.4.

As used in this article, “bikeway” means all facilities that provide primarily for, and promote, bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Bike paths or shared use paths, also referred to as “Class I bikeways,” which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Bike lanes, also referred to as “Class II bikeways,” which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes, also referred to as “Class III bikeways,” which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

(d) Cycle tracks or separated bikeways, also referred to as “Class IV bikeways,” which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are **protected separated** from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.
Biking downtown Salinas from N. Main a hassle

Salinas 4/07 a.m. PST February 9, 2015

The city Planning Department has excellent proposals to make downtown Salinas more bicycle friendly and walkable. Right now it is a difficult for bicyclists to go through the railroad underpass from North Main Street to reach Oldtown. This underpass, right before Bataan Memorial Park, has narrow sidewalks and no bike lane. Christine Moore of Salinas, who has just taken up bicycling as a way to get around, says of the underpass, "it is awful, terrifying, the road is too tight."

Edie Frederick is a retired school teacher who bicycles all over Salinas. I asked her how she gets from North Main to downtown.

"I leave North Main and I turn left on Bernal, just by the Sherwood Center, and then right on Sherwood overpass."

Frederick said she rides on the sidewalk on Sherwood "because the traffic is too fast." Salinas Police Chief Kelly McMillin, a bicyclist himself, said that is fine as long as she obeys Salinas City Code 20-108(b): "Any permitted bicycle riding on sidewalks shall be done with due caution and reasonable speed. The rider shall yield to all pedestrian traffic and give an audible signal before overtaking and passing pedestrian."

Bicyclists can get accurate details on sidewalk riding pros and cons, sidewalk ordinances at BicyclingMonterey.com’s "Riding Skills, Safety, and CA Bike Laws—for Children, Teens, and Adults" at http://bit.ly/CABikeLaws. This service is provided by Mari Lynch, bicycle advocate.

The Salinas downtown Vibrancy Project and citywide bike path plan will improve safety for bicyclists. There are several proposals to avoid the railroad track underpass on North Main. One is to open the now deadend Market Way (where east Market expires into a cul-de-sac) for a pedestrian and bicycle path. Another is to have better bicycle lanes on the alternate routes with good signage to direct cyclists. These plans are within a countywide vision of making our area safe for alternative forms of transportation.

Bike lane plans: The proposed Salinas-Marina multi-modal corridor plan will create a protected bicycle lane on West Alisal from Lincoln to Davis Road. For this portion, bicyclists will have the parked cars between them and the moving traffic. The entire corridor would then have protected bicycle lanes from Davis, Blanco and Reservation to Marina. The corridor will start at the Salinas Amtrak station, which will be combined with the Greyhound bus station to make a complete transit center. (Visit www.tamcmonterey.org for details). If the transit center includes bicycle lockers, not just racks, it will make it easier to commute by multiple methods. When the Amtrak Capitol Corridor train, with service through San Jose, East Bay and Sacramento, extends to Salinas long drive commuters can ride the train to work. See www.tamcmonterey.org for the full diagram.

Speak up, south county: County policy is reviewed at the Transportation Agency of Monterey County bicycle and pedestrian committee meetings. Although the peninsula cities are well represented there is no one from south county. District 3 county Supervisor Simon Salinas is looking for a volunteer to serve. If you live in one of the south county cities or Spreckels call him at 831-755-5033.

Bike ride: May is Bicycle Month. May 9 will there be a multigenerational bike ride, for all ages and level of fitness along the popular Monterey Bay Sanctuary Scenic Trail, including beautiful, less-traveled stretches of this coastal trail. Details at: BikeMonterey.org or call Mari Lynch, (831) 375-6278.

Pols with pedals: Two members of the county Board of Supervisors will observe Dump the Pump Day, June 18. Jane Parker, District 4, and Simon Salinas, District 3, pledge to not use a car that day. When our public officials ride our buses, walk our streets or negotiate the traffic on a bicycle, they learn how public policy affects quality of life.

Will your representative take the pledge?

Be safe.

MacGregor “Goya” Eddy is a longtime Salinas resident and alternative mode traveler. Her “We Could Car Less” column is published and posted online on Monday. Contact her by email at wecouldcarless@gmail.com (mailto:wecouldcarless@gmail.com) or mail to: We Could Car Less, in care of The Salinas Californian, 123 W. Alisal St., Salinas 93901.

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The sun was shining and the air was mild as I walked from the Salinas bus center to Hartnell College. A few other people walked, but I saw no bicycles. In the center courtyard of the campus the bicycle rack had only three bicycles. I was puzzled — why so few bikes at a college? Students as a group usually bicycle a lot.

Hartnell instructor Frank Henderson said, "Theft is a problem. The thieves target the campus and clean out the bikes." Henderson, 52, works in the tutoring center and bicycles roundtrip 20 miles from Marina to work every day. "There used be some bike lockers on campus but they were taken down during construction and never replaced," Henderson said. "There was an alternative transportation committee on campus until the parking garage went up, then interest dropped."

"I noticed that I was getting out of shape about 15 years ago," Henderson said, "So I started bicycling to work." He also rides to his volunteer work as a Bicycle and Safety repair instructor with the Monterey County Probation Youth Center. In this program, young people learn to repair bicycles and rebuild a bike for themselves that they keep. (See: /www.thecalifornian.com/story/news/2014/10/27/salinas-bicycling-scene-big-wheel/18035501/for)

Henderson is a rain or shine dedicated cyclist who tracks his miles and times on Strava, an online board where individual cyclists from all over the world can challenge each other. (www.strava.com).

Lee Huquist, 61, is a program manager for the Food Bank on West Market Street and she also commutes from Marina. Huquist takes a bicycle/bus trip. "I ride the bike to Reservation Road and I do stretches at the bus stop. At 6:48 a.m., I put my bike on the bus rack of Monterey Salinas Transit (MST) Line 20, then get off at College and Alisal. I always ride on sidewalks on West Alisal (because) there are very few pedestrians and the traffic is heavy."

Hquist said "I started bicycling to avoid the expense of buying a second vehicle." She adds that the exercise is a real benefit. "I get good exercise and when I get home I can relax."

"I would ride so much more if I didn't have to deal with the cars," Huquist said. "The proposed protected bike lanes on West Alisal will be amazing."

About bicycle use on the bus, Huquist says, "I appreciate the bus drivers' support. I understand they are on a schedule, but I want to thank them for their patience." If both of the bicycle racks in the front of the bus are full, the bus driver can allow a third bicycle to be carried inside.

The number of bicycles allowed on racks in front of a bus in California has been increased from 2 to 3 by new legislation. Hunter Harvath, MST assistant manager said "We are getting 18 new buses in the next six months and each one will be able to carry three bicycles."

Whether it is your goal to save the expense of a second car or to get physically fit, bicycling is a low cost option for commuting.

Do you ride a bicycle to work? Tell me your story.

**Public policy meeting:** The Transportation Agency for Monterey County will hold a board meeting at 9.m. Feb. 25 at 1428 Abbott St., Salinas. MST line 23 stops near the location. I do not suggest bicycling, it is a road with a lot of trucks and the bicycle lane stops several blocks before the Agricultural Center where the meeting is held. There is a large bicycle rack that was empty at the last meeting. See the meeting agenda at www.tamc.org.

Heilen Plummer of Salinas asked me an important question about the source of the public funds to build bike paths. Heilen, I lost your email, please send in your question for the next column. This is an important topic that I will address.

Be safe.

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